



The China Mail

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CENTRAL.

No. 14,978

號六廿月四年一十一百九千一英

HONGKONG, WEDNESDAY, APRIL 26, 1911.

日八廿月三年三統宣

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Sir Paul Chater, Kt., C.M.G.

T. F. Hough, Esq., C. J. Lafrentz, Esq.

Hongkong, November 15, 1909. 1424.

A CAPTAIN CAUTIONED.

Captain W. A. Valentine, master of the
s.s. Heungshan, as reported in the China
Mail on Tuesday evening, was cautioned by
Commander C. W. Beckwith, R.N., at
the Marine Court, yesterday afternoon, for
failing to observe the rule of the road.

Lance-Sergeant Sutton gave evidence
that about 8.10 a.m. on the 16th instant,
he was standing down the central fairway
in North Police-launch from east to west
when he observed the s.s. Heungshan
steaming northward. Entering the central
fairway witness blew one long blast to
attract attention, but no notice was taken
of the signal. To avoid immediate collision
witness stopped his engine and the Heung-
shan passed about fifteen yards off.

Defendant stated that, when in the
southern fairway he ported to get under
the stern of a naval launch going from east
to west. He saw the No. 1 police launch
steaming through the central fairway, and
it appeared to him to be on the south side.
These were also two junks under sail on
his port side going from north to south.

Witness did not think it advisable to stop
his ship owing to the strong flood tide and
the close proximity of the China Merchants'
buoy. As soon as he passed the Apart
buoy he starboarded his helm and passed
between the China Merchants' buoy and
Marby's buoy. The police launch was then
under his stern. He could not say how
far off, but he thought a sufficient distance.
Witness did not make any sound signal when
he altered his course. The two Chinese
craft were in the central fairway to the
westward of his ship when he entered the
fairway.

Sergeant Wells stated that he saw the
Heungshan steaming out from the wharf
and steering north when she entered the
central fairway. The police launch blew
one long blast. Witness saw no Chinese
craft crossing the fairway. The Heungshan
took no action, but passed ahead. The
police launch stopped, otherwise there
would have been a serious collision.

His Worship said:—Taking into consid-
eration the many difficulties which a long
ship like the Heungshan has to contend
with in these narrow waters studded with
buoys and various craft, I dismiss the case
with a severe caution to the master. He
must in future use the helm signals laid
down in article 29 of the Rules of the
Road when making any alteration to give
way to another vessel. In this case there
was no such signal given, although the
course of the Heungshan was altered to
south.

DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family
with a bottle of Chamberlain's
Cough, Colic, and Diarrhoea Remedy at
this season of the year, you are neglecting
them, as bowel complaint is sure to be
prevalent, and it is too dangerous a remedy
to be trifled with. It has never been
known to fail even in the most severe and
dangerous cases, and its cost is not beyond
the means of any one. For sale by all
Chemists and Storekeepers.

Business Notices.

W. S. BAILEY & Co., Ltd.

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and
Engineering Work and Repairs of
every description.

ONE STEAMLAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

THE NESTLE & ANGLO-SWISS

CONDENSED MILK CO.

CHAM (Switzerland) AND LONDON.

Another Famous Product
of the above Company
is its

MILKMAID BRAND

STERILIZED NATURAL MILK.

A Trial of which will satisfy
EXCELLENCE.

PRICE:
20 Cents Per Tin,
\$2.30 Per Doz. Tins,
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ON SALE AT:
LANE, CRAWFORD & Co.
Kwan Yee, Queen's Rd. Cent.
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HONGKONG CO-OPERATIVE SO-
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1351

Hongkong, December 1, 1910.

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WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday
excepted).

CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.
Sundays at 9 A.M. and 1 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.
Sundays at 7.30 A.M. and 4 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8.30 A.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The s.s. NANNING will be withdrawn for docking on the 27th April about 10
days.

The above sailings are subject to change.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS Opposite Hongkong Hotel.

Hongkong, December 5, 1910. 12

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No. 2, Queen's Road Central.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European Management. Situated in the most central position.

Large and airy Rooms, luxuriously furnished, Electric Light and Fans through-
out. Sanitary arrangements of the latest pattern.

CUISINE UNDER EUROPEAN SUPERVISION.

Ladies Afternoon Tea Rooms. Special rates for married families on application to
the Manager.

CHARGES MODERATE. F. REICHMANN, Proprietor.

Telephone No. 197. TELEGRAPHIC ADDRESS: 'COMFORT,' HONGKONG. 1274

ASTOR HOUSE HOTEL

(EARL CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

New Management. Large and Comfortable Rooms. Excellent Cuisine under the
supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.

G. GARNIER, Proprietor. N. BLUMENTHAL, Manager.

Hongkong, October 9, 1908. 14

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ORIENTAL BREWERY LIMITED

HONGKONG.

SINGON & CO.

IRON, STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale
and Retail. Importers, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchangers. Nos. 35 and
37, Hing Loong Street, (2nd Street west
of Central Market) Telephone No. 615.

Hongkong, September 4, 1909. 1123

Business Notices.

THE EASTERN ASBESTOS COMPANY,

HONGKONG.

SOLE AGENTS FOR
THE BELDAM PACKING & RUBBER COMPANY,
LONDON.

Contractors to the Admiralty and Leading Shipping Companies.

Sole Patentees and Manufacturers of the following Specialities:

Pilot Packing, Serpent Packing, Sieptre Packing,
Pilot Jointing, Beldamite Jointing.

ASBESTOS & RUBBER GOODS OF EVERY DESCRIPTION.
PACKINGS & JOINTINGS FOR ALL PURPOSES.

Office & Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.

Telegrams: 'CATERGATED,' HONGKONG. Telephone No. 501.

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NEW CONSIGNMENT OF

MACLAREN'S

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IN PORCELAIN JARS.

SMALL AND MEDIUM.

AGENTS:

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TELEPHONE No. 87.

Carbolic Bath Soap 20 Per Cent.

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MARGERISON'S BATH TABLETS.

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Weismann, Limited.

Bakers, Confectioners, Caterers,

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14, DES VŒUX ROAD CENTRAL.

Hongkong, July 10, 1910. 899

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP-TO-DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

J. H. TAGGART, Manager.

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PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east W. nds in
Winter. Commanding a magnificent view of Hongkong, the harbor and adjacent
island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Terms:—From \$5 per day. Telegraph Add: 'Peaceful.'

Room Office. 4, Des Vœux Road.

Hongkong, February 8, 1908.

THE CLUB HOTEL.

Best Attention Paid to Guests.

No. 5, Bund, YOKOHAMA.

Hongkong, March 1, 1911. 299

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This Temperance Hotel has been established to meet the requirements of those who desire

all the conveniences and advantages of the modern Hotels at moderate charges.

TELEGRAPHIC ADDRESS: 'GRAND.'

Hongkong.

O. E. OWEN, Proprietor.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks at 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.,

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ARE SHOWING NEW SPRING GOODS

CONSISTING OF

NEW DRESSES & DRESS GOODS

MILLINERY

Fancy Collars, Sets, etc., etc.

EVERYTHING OF THE NEWEST DESCRIPTION.

2, PEDDER STREET. Telephone 644.

NOTICE.

During Miss Massey's absence in
Shanghai enquiries for Belfast Barker
Marine Motors, Maguetos, Coils, Spares,
etc., may be addressed to

Messrs ARNDT & Co.,

38, Queen's Road.

Hongkong, August 23, 1911.

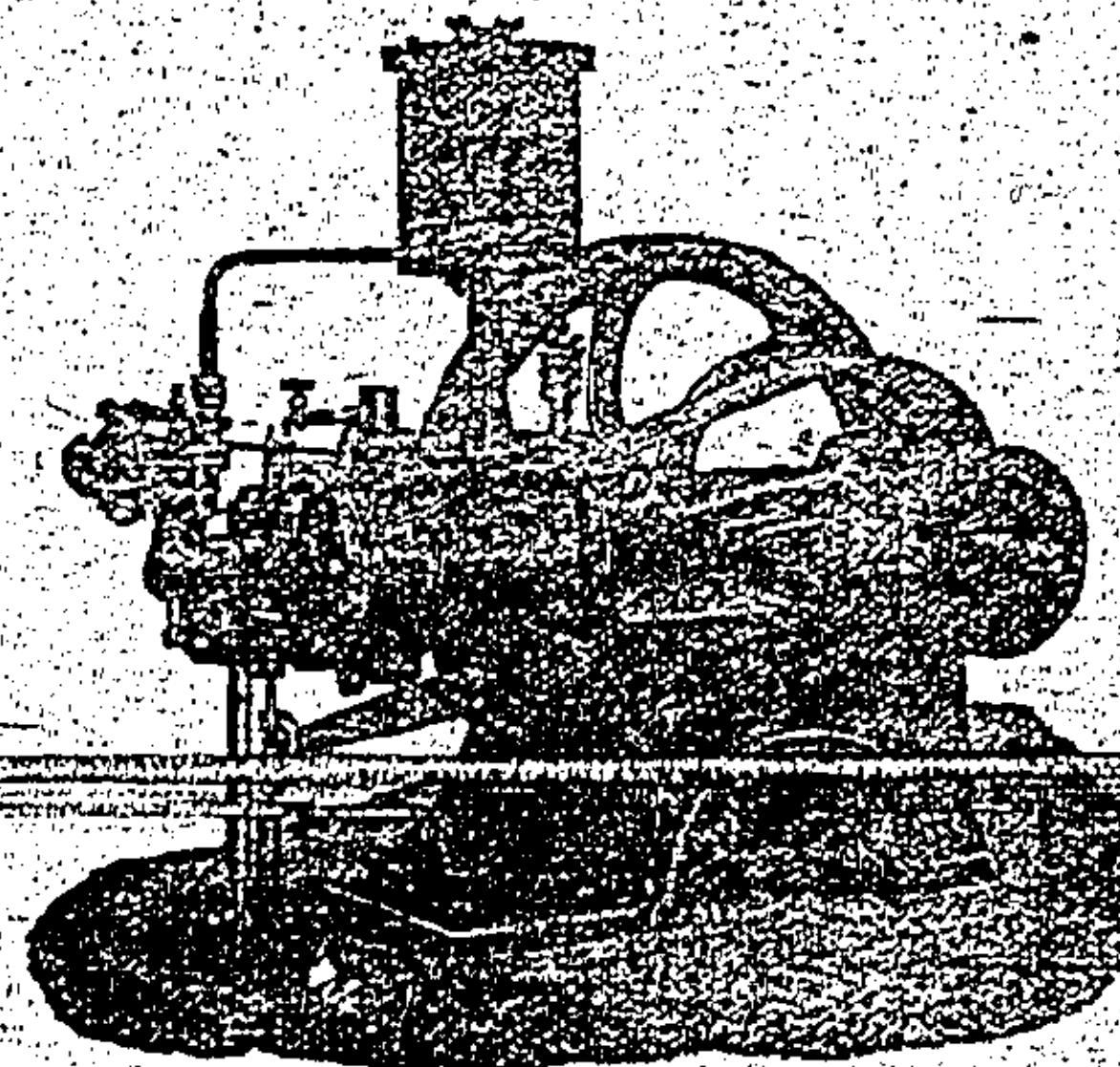
DELIVERY STOCK.

THAT IS THE FIRST POINT

Second, the 'PETTER' ENGINE is the BEST.

Third AUTOMATIC IGNITION, no magneto or batteries

Lastly the 'PETTER' OIL ENGINE is cheap.



PETTER HORIZONTAL KEROSENE OIL ENGINES & PUMPS.

Sizes 2 to 14 B.H.P. in Stock.

MANUFACTURERS GUARANTEE—SIX MONTHS.

Full Details, Catalogues and Estimates.

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WILLIAM C. JACK & CO., LTD.

ELECTRICAL & MECHANICAL ENGINEERS CONTRACTORS

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Brandies, Champagnes,

Gins, Sherries,

Whiskies, Marasas,

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Liqueurs, Clarets,

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Hocks & Moselles.

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16, QUEEN'S ROAD CENTRAL.

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

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SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

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ALEXANDRA BUILDINGS.

NEW PIANOS

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AT

\$10 PER MONTH.

Tuning and Regular

Attention Inclusive.

S. MOUTRIE & Co.

LIMITED.

Hongkong, April 16, 1907.

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LIMITED.

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MILLINERY

SEMI-TRIMMED IN

POPULAR & ELEGANT SHAPES.

A CHARMING VARIETY

HATS

READY TO WEAR.

Very Moderate Prices.

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CINEMATOGRAPH THEATRE.

The PIONEER HALL OF THE COLONY
DEA VOIX ROAD CENTRAL,
Opposite Central Market.

8 Performances: 7.15 to 9 and
9.15 to 11.30 P.M.

The Celebrated Italian Operatic Artists
SIGNORINA SALVATI AND
SIGNOR FALANTO.

TUESDAY! TUESDAY!
The Grand New Film "Bourbonnais"

The Great Soprano
Miss BASCANS,
English, French and Italian Songs.

within the bed of the stream, especially in summer months. Not only would skilled attention to the needs of this important waterway prevent the all too constant overflowing of its banks, with the consequent endangering of the life and property of villagers, but the quicker transit possible would bring untold advantages. It is interesting to recall in passing that when the last rebellion broke out at Kwei-lin it took the native troops some three weeks to arrive at the scene of the disturbance, whereas had the river been as navigable as it might well be they could have been there within a couple of days or so. Then, again, the facilities which could be secured for the transport of minerals, and the encouragement to mining enterprise generally would justify this question being thoroughly gone into, more especially as railways are quite out of the question in many places. A uniform depth of some three feet would be quite sufficient for the purposes of launch traffic, and were nothing further than this done the gain would be immense. In most of the rivers of South China and Tonkin the depth of water in winter is quite insufficient for the purposes of navigation, while, on the other hand, in summer months the velocity of the current is so great that the navigable channel is constantly shifting, the banks are frequently washed away, and the silt which gathers in the centre of the river often prevents even the smallest boats from using what should be and could easily be made a constantly navigable stream. Things work slowly in the Middle Kingdom, and, of course, many a long year will pass ere anything like a tithe of the desired improvements of China's waterways will be actually effected. There is, we fear, little hope that the work will be undertaken on any extensive or uniform scale by the Imperial Government, but it is surely a matter which comes within the scope of the Provincial authorities. Viewed in this way, the outlook in South China is fairly encouraging just now, for the new Viceroy of CANTON is keenly interested in this subject, and during his term of office a great deal may be done towards improving the waterways of Kwangtung, especially in the matter of linking up various branches of rivers which are at present practically, if not quite, unconnected. H.E. the Viceroy undoubtedly has the question thoroughly at heart, but whether he can find money from the Provincial coffers to carry out his desires is quite another matter.

A WORLD MOTOR TOUR.

There are at present in Hongkong three American motorists who are on a world tour. They are Messrs T. O. Jones, J. R. Drake and T. M. Harlow, of the Hupp Motor Car Co., of Detroit, Michigan, U.S.A., and they are making the tour one of combined business and pleasure. The party started out from Detroit in a special touring car, and the object is to cover as much of the world as possible by car and to do the rest of the tour by steamer. Leaving Michigan they drove right across America to San Francisco, sailed from there to Honolulu, where they did some wonderful feats, then went to Australia and New Zealand and toured the whole country, from thence travelled to Manila, where some difficult trips were made, and have now arrived in Hongkong. They intend doing a fair bit of China and will afterwards cover other parts of the world, including Africa, Egypt, Great Britain, etc. The whole tour is likely to take about two years and in that time some 60,000 miles will have been covered by steamer and 30,000 by motor-car. The car is a specially made touring vehicle of 20 horse power, of extreme lightness and has so far stood the test remarkably well. The party leaves Hongkong on Thursday for the No. 10.

CUSTOMS AND POLICE LAUNCH IN COLLISION.

Seaman's Narrow Escape.

A seaman of the police launch No. 6 had a very narrow escape from drowning on Tuesday shortly after 1 o'clock, as the result of a collision between a Customs launch and the police launch. The two launches collided and the seaman was thrown into the water and when within an inch of going down for the last time was rescued by Detective Sergeant John Grant who happened to be in the vicinity, the collision having taken place near the wharf from which the northward-bound French Mail was leaving. The Customs launch was badly damaged in the bows while only slight damage was done to the police launch.

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NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs. Vopon and Smyth is 6s.

The death is announced of Rt. Hon. T. R. Buchanan, P.C., formerly Under-Secretary for India.

In honour of the visit of Prince Chankong of Siam the British cruisers in port dressed ship to-day.

Tokyo will very likely have another electric light company, there having been several applications for charters.

The International Steamship Companies' Conference held at Cologne, has decided to raise the rate of freight on cargo to Japan and China to 22s. 6d. per ton.

For the third day in succession a case of plague has been notified in the Colony. The occurrence is at No. 5, Centre Street, first floor, and the subject, a Chinese, has died.

A sentence of seven days' imprisonment was imposed on a native by Mr. E. R. Hallifax at the Magistrate's court this morning for behaving in a disorderly manner in Ladder Street.

We draw the attention of Hongkong Freemen to an advertisement elsewhere in connection with an address which is to be presented to H.M. the King on the occasion of his Coronation.

The three newly-arrived submarines, one torpedo-boat destroyer and H.M.S. Flora were seen leaving the harbour this morning. The Flora went eastwards and the other two in the other direction. The submarines and destroyer returned later.

Under the advice of her medical advisers in England Her Excellency Lady McCallum will not return to Ceylon to take part in the local Coronation festivities. The Secretary of State for the Colonies has been pleased to grant leave of absence to Her Excellency the Governor from June 29th, and he will proceed to England by the "Orantes" on that date.

We have been asked by Messrs Shaw, Tomes and Co., general managers in Hongkong of the Equitable Life Assurance Society of the United States, to state that they have received telegraphic information that Mr. Wm. A. Day, New York, vice-president of the Society, has been appointed president in succession to the late Mr. Paul Morton.

News has reached Calcutta of a terrible tragedy in the Abor country on the Assam frontier. The political officer, Mr. Noel Williamson, Dr. Gregerson, and fifty coolies, who accompanied the river named on a friendly mission, were set upon by Abors. Only two coolies, who brought the news to Dibrugarh, escaped death. The details of the massacre are unknown. Two hundred military police have left Dibrugarh for the scene in steam launches.

Mr. C. H. Ross presided at a meeting of the Coronation Sub-Committee on Monday. There were also present:—Dr. Ho Kai, Messrs F. H. Armstrong, G. Balloch, C. H. McGeorge, H. Fook, W. Logan, G. H. McIntosh, N. J. Stubb and Mr. Hon Tze. Arrangements were made for the collection of subscriptions, and it was decided to invite the following to become members of the Sub-Committee, viz:—the Editors of the four daily newspapers, past and present members of the Committee of the Tung Wah Hospital and Po Leung Kuk, Messrs Chan Keng Yue, Chin Chau Sim and Sui Un Fei.

An electrically actuated time-ball, situated on the Pilot Tower, at Colombo, has been substituted for the old semaphore time-ball. The new time-ball is hoisted daily at 8.35 a.m., 3.55 p.m., and dropped at 9 a.m. and 4 p.m. In the event of a failure of electric current, a green signal will be hoisted at the masthead, and the time-ball dropped one hour later. Should a ship desire to make a comparison at any other time, arrangements can be made by application to the Master-Attendant. On Sundays and public holidays the time-ball will be dropped at 9 a.m. only.

SOCIAL AND PERSONAL.

His Excellency the Governor and Lady Lugard entertained a large company of guests to luncheon at Government House to-day for the purpose of meeting H.R.H. Prince Chankong, brother of His Majesty the King of Siam, and His Presumptive to the Throne.

A new assistant, Mr. H. Green, has arrived for the Botanical and Forestry Department. Mr. Fletcher has managed the Department single-handed since the departure of Mr. Dunn, 18 months ago. Mr. Green comes from Kow, the training ground for the forestry services in most of our Colonies.

The golden wedding of their Majesties the Emperor and Empress will be celebrated in 1917, the year in which the Grand Expedition is to be opened at Aoyama, Tokyo. In view of this important celebration, says the *Nichi Nichi*, Count Higashi-Kuni, Councillor of the Imperial Household Department, has for some time past been urging the people to save their money, it being estimated that with interest, the contributions from the population of 60,000,000 will amount to something like ¥1,100,000,000, this sum to be used in celebrating the event.

THE ASIA DISASTER.

PARTICULARS OF THE MISHAP.

Doaling with Chinese Pirates.

With the arrival in port of the *s.s. America Maru* some further details of the disaster to the steamer *Asia* have been secured. These show, as we assumed, that the vessel struck the rock in a dense fog, the time of the disaster being about 5.30 a.m. on Sunday. It was at first reported that the *America Maru* was bringing down a number of passengers and some of the crew, but this is not so, as all the people taken off the stranded vessel were sent on to Shanghai by the *s.s. Chaoching*. We regret to say that one of the European members of the *Asia's* crew, a waterman, is missing, but beyond him every body has been saved. The vessel was still holding on to the rocks when the *America Maru* left, and there were hopes of at least saving the cargo in the fore-part of the ship, though Chinese pirates had begun to devote their attentions to the wrecked steamer.

Interviewed this morning, Capt. A. G. Stevens, of the *America Maru*, gave an interesting story of what he knew of the affair. He stated that after leaving Shanghai he experienced very thick fog and when off Saddle Island he picked up two wireless messages from the *Asia*. The first was at 8.30 a.m. on Sunday, stating that she had gone ashore on Finger Rock, and the other was three hours later following up the previous message with a few more details. Realising the grave possibility of the situation, Capt. Stevens decided, in spite of the fog, to go full speed ahead, making for Finger Rock. To the accompaniment of blasts from her shrieking siren, the *America Maru* plunged onwards at 14 knots an hour, the course being followed by dead reckoning and sounding. When Capt. Stevens thought he was somewhere in the vicinity of Finger Rock he anchored. Then all he could do was to wait for the conditions to improve. On the Monday morning the fog lifted, and it was then discovered that the steamer was some three miles off the "dead rock." Slowly proceeding, Capt. Stevens drew in to within a quarter of a mile of the rock and then a signal was received from the *s.s. Chaoching* stating that all the passengers of the *Asia* had been taken off and were safely aboard. The Captain, however, added that six of the crew were missing.

Not long afterwards a most exciting incident occurred. A junk pulled by natives drew up to the *America Maru* and in the bow of the junk Mr. Cozens, the first engineer of the *Asia*, was seen standing with a cocked revolver pointing to the natives in charge of the junk. It was soon seen that something was the matter, and it became known that Mr. Cozens and four others of the crew, who had been floating off all night in an earless boat, were taken off by the junk but that, when once aboard, the Chinese had refused to let them where they desired to go. The natives simply desired to loot the wrecked steamer, and it was only by Mr. Cozens keeping them in fear with his revolver that he was able to get to the *America Maru*. Later on the five members of the crew were taken to the *Asia*, and the *America Maru* was towed by the *Chaoching* to the shore. The latter steamer was then notified of what had occurred, and the *America Maru* was a day late, then left for Hongkong.

When the *America Maru* left the *Asia* was embedded in the rocks just inside the Finger Rock. The fore part was high and dry, and although the aft was afloat the decks were all submerged. The cargo in No. 1 hold was dry, but some water had got into the cargo hold. The *Asia's* crew tried to keep the natives off, but they had a good deal of loose talk, of several of the latter having been shot, while it is also stated that a Chinese woman passenger for America was killed accidentally during the firing. But these stories cannot be confirmed. It appears that the captain of the *Asia* did all he possibly could when he found he was on the rocks and had it not been for his skilful handling of the steamer after she struck she might easily have slipped back into deep water and a great many passengers been drowned. All the passengers desired to be taken on to Shanghai by the *Shaoching*, and we understand that cabins are being fitted in the two decks of the *s.s. Mongolia*, to take them to their journey's end.

From another source we learn that there was a good deal of powder firing when the natives first got aboard the steamer and that altogether there must have been 20 or 40 Chinese craft swarming about her. One of the crew was heard to shout, "Come to my rescue, I've only got one shot more," and when he was got safely off the steamer. One of the crew in going hurriedly through the first saloon saw numerous evidences of physical looting, for the floor was strewed with empty and broken wine bottles and everything was upside down. The window glass, the chronometers, etc., and apparently all saved, as well as the bedding, which was used for the accommodation of the wrecked steamer's passengers on their run up to Shanghai on the *Shaoching*.

DANGER AVOIDED.

There is a little danger from a cold/capt when followed by pneumonia, and this danger happens when Chamberlain's Cough Remedy is used. This remedy has been its great reputation and extensive sale by its remarkable cures of colds and can be relied upon with implicit confidence.

A new assistant, Mr. H. Green, has arrived for the Botanical and Forestry Department. Mr. Fletcher has managed the Department single-handed since the departure of Mr. Dunn, 18 months ago. Mr. Green comes from Kow, the training ground for the forestry services in most of our Colonies.

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ALLEGED ASSAULT ON THE S.S. JAPAN.

S.S. JAPAN.

A native was on the lower deck on the *s.s. Japan* on Tuesday when he was suddenly set upon by five or six men who were on the boat, whether for spite or robbery it is not known. The assailants endeavoured to wrench a gold ring from his finger while one stabbed him in the shoulder and badly knocked him about before he could be rescued. Five of the men got away and one was arrested. When he appeared before Mr. J. R. Wood at the Magistrate's court this morning, the case was remanded.

VOLUNTEER NOTES.

RIFLE AND EQUIPMENT.

Several rifles and sets of equipment have not yet been returned to Headquarters. Members in possession of rifles, etc., are requested to return them for the annual examination at once.

RESIGNED.

Gunner H. Bolton of No. 1 Company H.K.V.A. is permitted to resign with effect from this date.

Gunner C. H. Lyson of No. 2 Company H.K.V.A. is permitted to resign on leaving the Colony with effect from the 9th May.

STRUCK OFF.

Private J. H. Backhouse of the Infantry Company having left the Colony is struck off the strength of the Corps with effect from the 19th April.

ON LEAVE.

Captain G. G. Wood of the Infantry Company is granted leave of absence for 8 months with effect from the 18th April.

Lieut. H. W. Slade, of the Scouts Company, is granted leave of absence for 7 months with effect from the 14th April.

Private E. P. H. Lang, of the Scouts Company, is granted leave of absence for 12 months with effect from the 18th April.

Private E. W. Carpenter of the Scouts Company is granted leave of absence for 12 months with effect from the 24th April.

Gunner A. H. Carroll of No. 2 Company H.K.V.A. is granted leave of absence for 8 months with effect from the 10th April.

Private A. V. Monk of the Scouts Company is granted leave of absence for 3 weeks with effect from the 24th April.

SOLDIER DROWNED IN NAVAL CAMBER.

A regrettable drowning accident occurred this morning, when Sapper Fielding, of the Royal Engineers, met his death in the Naval Camber. It appears that he went in to swim but having once dived into the water he did not rise again and was drowned. It does not appear to be at all clear whether he was accompanied by a comrade or not, for some time afterwards another soldier also went for a swim and in diving he struck his head against something and putting his hand out to feel what it was he was surprised to find the body of a deceased, which he brought to the surface. The following account of the sad affair has been sent to us:—A sad drowning fatality occurred whereby a young Royal Engineer lost his life. It appears that deceased, Sapper Fielding, went down to the camber, which is at the back of Wellington Barracks, for a bath, a few minutes before six. His clothes were observed on the pier by a boat's crew going out for rowing exercise and on their return about 6.0 a.m. the clothes were still there. Whilst the boat was being moored one of the crew observed a body in about twelve feet of water. An alarm was immediately raised and the body recovered by Corporal Taylor, R.E. Artificial respiration was at once resorted to but without avail. The unfortunate young fellow was only 24 years of age and arrived in the Colony about six months ago.

The funeral took place this afternoon with full military honours, the band of the K.O.F.L.L. being in attendance.

KEEP IT AT HAND.

KEEP Chamberlain's Pain-Expeller at hand, become acquainted with its many uses and intrinsic merits and it will save much suffering as well as time and money. It promptly relieves the pain resulting from cuts, bruises, sprains or injuries from any cause and the wound is healed in less time than by any other treatment. For sale by all Chemists and Storekeepers.

As a result of the extension of city boundaries on the 1st April, the population of Yokohama has now increased by 10,023, namely to 403,394.

H. Price & Co., Ltd.

NOTICE TO SHAREHOLDERS.

The FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the COMPANY'S OFFICES at 12, QUEEN'S ROAD CENTRAL on SATURDAY, the 29th inst., at 12.30 P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th to the 29th instant, both days inclusive.

By Order of the Board of Directors,
A. Charlton,
SECRETARY.

Hongkong, April 21, 1911.

GERMAN NAVAL PROGRESS.

ARMAMENT FOR SUBMARINES.

ARMAMENT FOR SUBMARINES.

(Reuter's Service to the China Mail.)

London, April 26.

The Evening News says that it has the best authority for stating that a number of German submarines are being built to carry, in addition to torpedo-tubes, one 3.4 quick-firing gun.

THE MOROCCAN SITUATION.

SAFETY OF EUROPEANS.

(Reuter's Service to the China Mail.)

London, April 26.

The British Legation at Tangier has received advice from Fez, dated the 20th inst., stating that the Uledjama Road is now open and the Consuls had therefore decided to send away those Europeans wishing to leave.

MILITARY CONTRIBUTIONS.

QUESTION RAISED IN THE COMMONS.

Position of the Eastern Colonies.

(Reuter's Service to the China Mail.)

London, April 25.

In the House of Commons Colonel C. E. Yate asked whether the military contributions paid by the Eastern Crown Colonies were regulated solely in regard to immediate local requirements as to military garrisons, or whether in the case of Ceylon these were greatly minimised by the nearest of the Colony to India, and the security afforded by the garrisons at Hongkong and Singapore.

Secondly, whether the Government would consider the advisability of treating the contribution by Ceylon as a contribution for defence rather than as a purely military contribution, so putting Ceylon on a similar footing to other Eastern Crown Colonies.

Thirdly, whether the Government would consider the question of securing some financial co-operation by the Federated Malay States.

The Rt. Hon. Mr. L. V. Harcourt, Secretary of State for the Colonies, replied that under the arrangement which has been in force about fifteen years the minimum limit of military contribution in the cases of Hongkong and the Straits Settlements was the whole cost of the Garrison. In the case of Ceylon, for special reasons, it was three-fourths of that cost. The strength of the Garrisons and the extent of the contributions from the Colonies were determined by a variety of considerations, both Imperial and local, which it was impossible to discuss by way of question and answer. The Malay States, although not British, already made a very substantial contribution to the defence of the Empire by maintaining, in accordance with the agreement of 1895, a highly efficient regiment which could re-inforce the Garrison at Singapore in time of war.

The Rt. Hon. Mr. H. H. Asquith, Prime Minister, replying to another question by Colonel Yate, said that as the safety of the Eastern Crown Colonies, as well as the defence of the Dominions, depended upon our command of the sea the discussion at the Imperial Conference on Naval Defence must naturally involve consideration of strategical questions affecting the defence of both.

As a result of the extension of city boundaries on the 1st April, the population of Yokohama has now increased by 10,023, namely to 403,394.

COMPANY MEETINGS.

China Traders' Insurance Co., Limited.

The forty-fifth ordinary yearly meeting of the China Traders' Insurance Co., Ltd., was held at the head office, No. 2, Queen's Buildings, today.

Mr. G. H. Medhurst presided and there were present Messrs J. W. C. Bonnar, A. Forbes, C. R. Lenzmann, H. A. Siebs, G. Balloch, F. Lieb, G. Friedland, directors; B. M. C. Cunha, A. E. S. Alves, A. R. Lowe, A. B. Rouse, J. Gardiner, J. A. Barros, V. L. Remedios, H. J. M. Carvalho, and the secretary, Mr. Montague Ede.

The secretary read the notice convening the meeting.

The Chairman said:—Gentlemen:—I will with your permission take the report as read. It compares favourably with that published last year and shows an increase in the divisible balance which we propose to deal with as follows:—to pay a final dividend of 54 per share on account of 1909, making 57 for that year. We further propose to make an addition of £10,000 to the Reinsurance Fund, which will then stand at over £47,000, two-thirds of our paid up capital; the balance of £225,353.29 we propose to carry forward to underwriting suspense account, which sum is estimated to be more than sufficient to meet all possible losses which may arise on 1909 account. As regards 1910, there is a substantial increase in "Net Premiums" as well as in interest, and as far as we can gauge the situation this year seems likely to be a very favourable one and we therefore have no hesitation in recommending the payment of an interim dividend of 51 per share and a bonus of 20 per cent. on contributory premium.

There being no questions the chairman proposed the adoption of the report and accounts.

Mr. A. Forbes seconded and the motion was carried.

On the motion of Mr. M. Ede seconded by Mr. A. B. Rouse, Messrs A. H. Siebs and G. Balloch were re-elected directors.

Mr. Carvalho proposed and Mr. Cunha seconded and it was agreed that Messrs J. Gardiner and A. R. Lowe be re-elected auditors.

The Chairman:—That is all the business gentlemen.

Union Insurance Society of Canton, Ltd.

The thirty-eighth ordinary yearly meeting of the Union Insurance Society of Canton, Ltd., was held at its head office, No. 2, Queen's Buildings, Hongkong, today.

Mr. G. H. Medhurst presided and there were present Messrs A. Forbes, J. W. C. Bonnar, C. R. Lenzmann, H. A. Siebs, G. Balloch, F. Lieb, G. Friedland, directors; T. Hough, A. V. Apen, A. R. Lowe, W. E. Clarke, W. Hutton Potts, Ho Fuk, F. Smyth, A. Shelton Hooper, P. Tester, C. D. Wilkinson, A. H. Harris, H. W. Robertson, G. C. Moxon, Henry Humphreys, Arthur Roberts, W. Dunbar, A. B. Rouse, A. G. Copping, J. Gardiner, L. Berindague, G. Stenness, J. W. Taylor, and the secretary, Mr. C. Montague Ede.

The secretary read the notice convening the meeting.

The Chairman said:—Gentlemen:—Before proceeding to the business of the meeting I have to inform you that the negotiations with the North China Insurance Company, of which you were advised in a circular dated 11th January last, have come to an abrupt end, the directors of that company having refused to entertain our proposal, stating that the company was not for sale. In view of the fact that the figure offered was arrived at after very careful consideration, we were naturally surprised that the negotiations should have taken this turn. It is not, however, for us to move further in the matter, but it is to be regretted that a union of interests could not be arranged.

all round, as it is only by amalgamation that the charge ratio can be so reduced without impairing efficiency. This argument applies equally to ourselves, our affiliated company and the North China Insurance Company. The report has been in your hands for some weeks, and I will therefore with your permission take it as read. You will observe that the accounts are stated somewhat differently from those of last year; this is done in order to bring the form more up to date. You will also notice that the auditors' certificate is also brought up to date. The premium income for 1909, as also the balance of working account, shows a satisfactory increase as compared with that of the previous year, despite the fact that the rate of exchange at which sterling takings have been translated into dollars for the purpose of the report is 10s. higher. The increase in our takings is partly due to improved underwriting during the period under review and partly to advances in rates in several directions, brought about by concerted action of companies and the leading members of Lloyd's. This points to greater unanimity amongst underwriters than heretofore, but a great deal has still to be done in this direction before business can be considered to be really on a satisfactory basis. You will notice that we have been able to strengthen our investment situation account more than sufficient to allow for any likely fall in the value of sterling securities. The exchange fluctuation account will not disappear, unless the dollar touches 11s., while each rise in exchange increases this fund. Our reinsurance fund has risen to £145,000, while our assets have increased by some 4 lakhs. Taken altogether therefore, 1909 may be called a good year for us, and resulting owing to careful underwriting enable us to maintain our dividend. My predecessor in the chair

told you at your last meeting that \$50 per share must be looked upon as a high water mark, and while I endorse this view for the present there seems to be no reason in the future if fortune continues to smile upon us, why we should not be able to somewhat increase the dividend by the payment of a bonus to shareholders when the outcome of any particular year warrants it. It is unwise to be too optimistic, but we have reason to be very hopeful of the future, our business being on so solid a foundation and of so widespread a nature as to justify this hope. The divisible balance for the year is \$307,882.57, which were recommended should be appropriated as follows:—the payment of a final dividend of \$30 per share, the addition to sterling reserve fund of £10,000 and the carrying forward of the balance to an "underwriting suspense account." The figures for 1910 are quite satisfactory, showing as they do a steady increase, and your directors feel that they are quite justified in recommending the payment of an interim dividend of \$30 per share and a bonus of 20 per cent. on contributory business. You will be glad to hear that while giving shareholders and contributors full consideration we have not forgotten our staff, through whose unremitting efforts the society maintains its premier position. (Applause) We have voted a bonus of 15 per cent. of a year's salary to the president fund of each member who is in our service on the 30th of this month. Before proposing the adoption of the report I shall be glad to know if any shareholder wishes to ask any questions. There being no questions the chairman proposed the adoption of the report and accounts.

Mr. A. Harris seconded and said:—Sir, I rise to second the resolution and before formally doing so I may be allowed to make a few remarks. These remarks naturally arrange themselves under three heads. The report is a very satisfactory one and our thanks are due to the Board and the Secretary for the able manner in which the business of the Union has been conducted. Ability which has again been crowned with success. It is gratifying to learn that so widely are our roots spread and such a firm hold have they taken in the vast field of insurance that the future can be faced with confidence. The magnificent reserves we have built up, in conformity with the policy so repeatedly urged in this Board room, have been added to and we carry forward a very handsome sum. Our Directors would appear to be able to call up handsome profits from some unrecognised or forgotten source. If this is so one can but express the hope that a further slight of hand next year may agreeably surprise us. With reference to your remarks, Sir, upon combination and improved rates it is interesting to note that the Chairman of the Yangtze Insurance Society of Shanghai has to say on the same topic in his recent speech. It is also with pleasure I am sure you hear that the cold water douche of last year's speech has not been repeated and that Shareholders may look forward to a bonus in addition to the dividend when conditions warrant its distribution. Limitations that I hope will be liberally interpreted. A silver dividend in the terms of a 2½ dollar would not come amiss as a beginning. I notice that the account for 1910 lump together the amounts due to sundry debtors with branch and agency balances which have hitherto been kept apart. I suppose there is some practical reason for this. My second heading, Sir, of course concerns the offer made by this society to the North China Insurance Company. You have just told us that the matter is at an end; the offer having been refused by the sister Company. But, Sir, if the reasons which prompted the offer were good and sound ones, a rejection, based perhaps in part on a belief that terms offered were insufficient, does not make them less sound. And if the elimination of competition, only possible under existing conditions by amalgamation, are desirable in the interests of our joint businesses, and in view of the present state of the insurance market, work in the world, I am inclined to doubt if the matter can or should rest where it now is. Shareholders in the North China are disappointed that the terms of the Union offer and the grounds upon which it was refused were not notified to them. It does seem somewhat extraordinary. I believe that there has been some considerable misunderstanding as to the objects and value of the offer. It appears to have been thought that the Union was in a bad way and was in need of North China reserves. That the Union could not keep up its dividend and that generally we needed bolstering up and so forth. Sir, it is admitted that the years 1907 and 1908 were bad ones in the insurance world, in particular the year 1908, but this society has nothing to fear from the closest investigation. In asking calculations as to the position of the Union it must not be forgotten that the Assets of the affiliated Co. the China Traders must be taken as being Assets of the Union. So far as I can learn this was not done by the North China when examining into the Union offer.

For instance an alleged Union loss and expense ratio over a four year period of 83 per cent. is easily seen to have been based on incorrect data and hence misleading. Exact figures of Union business is not at my command, but I am in a position to give these comparative figures. The percentage that charges bear to premium has been ascertained to be

	1905	1909
Union	18.31 %	14.95 %
China Traders	23.13	14.66
North China	25.47	30.50

Sir, it is not necessary now in this place to go further into details of misstatements and errors in order to make clear the reasons and the value of the offer made by the Union to the North China.

Speaking in 1907 Mr. D. R. Law, whom many of us miss from Hongkong, and "I would further congratulate the Directors and Management on the highly successful issue of the negotiations for the absorption of the China Traders Marine Insurance Society; controlled by us both Companies will greatly benefit in every way and I think we may look forward to a further continued and increasing prosperity." Sir, those forecasts have been amply verified since the year in which they were made. May we not apply similar language to the prosperity of a union of the North China with ourselves? As to the money value of the Union offer I believe that that offer was made from calculations based on the results of the China Traders amalgamation. It is not to secure North China funds that the Union made its offer but to place the two societies on an equal footing, in a strong and impregnable position. This society wishes to give to the North China Shareholder the fullest value for his shares that they can be made to realise. Will not affiliation increase the value? I am sure that if, after amalgamation, supporting it comes, it will be found that the book assets of the North China prove that its shares are worth more than the figure proposed by the Union—for it must be remembered that debts and outstanding claims take a long time to come in and to clear up, and in such a case the Union would, I hope, be willing, if requested, to promise to make a further pro rata allotment. Union is strength and sound and well known motto is it not? That of the Shanghai Municipality—*fratres juncti in uno*. May this be the guiding motto for the future consolidation of the North China and Union cum Traders Companies shareholders. My third heading, Sir, is to endorse on behalf of the shareholders the Directors grant to the provident fund of the Union and to convey to them each and all our thanks and our congratulations. As we are now a University town we may speak in the language of the schools and in that language the past year may be almost called an alpha plus year and the staff fully deserve what we can give them. I beg to second that the report and accounts be accepted and passed.

The motion of the Mr. H. W. Robertson seconded by Mr. Dunbar Messrs H. A. Siebs and G. Balloch were re-elected directors.

Messrs W. H. Potts and A. R. Lowe were re-elected auditors on the motion of Mr. F. Smyth seconded by Mr. P. Tester.

The Chairman:—That is all the business gentlemen; thank you for your attendance. Dividend warrants are now ready and may be obtained at the office.

THE SHAIKIWAN ROBBERY.

Prisoner's Sentence.

The jury at the Criminal Sessions, before the Chief Justice, Sir Francis Pigott, this afternoon, returned a verdict of guilty against the two prisoners who were charged with demanding money by false pretences arising out of a case of robbery at Shaikwan in December last, and His Lordship sentenced the first prisoner to eighteen months' imprisonment and the second to two years, both with hard labour. His Lordship added—I think the verdict is right.

A BANKRUPTCY PROSECUTION.

At the Criminal Sessions this afternoon, before the Chief Justice, Sir Francis Pigott, Lam Cheong was placed in the dock on charges under the Bankruptcy Ordinance.

Hon. Mr. G. C. Alabaster, Acting Attorney-General, appeared to prosecute on behalf of the Crown, instructed by Mr. F. B. L. Bowley, Crown Solicitor. Mr. Eldon Pottier defended, instructed by Mr. Reader Harris.

The following were sworn in as jurors:—Messrs C. M. Brown, F. Hogarth, J. E. Hanson, F. Guddes, foreman, H. Freeseburg, F. M. Garvin, E. D. Hakkell.

Mr. Alabaster said that although the document on which the charges were written was an extremely long one they would find that the charges were extremely simple and short. It was for prisoner to satisfy them that he did not intend to conceal the state of his affairs or to defeat the law in being privy to the falsification of the books within four months after presentation of his petition. He was not able to tell them the exact date on which he falsified the books but he would call evidence which he submitted would have the effect of forcing them to believe that it was within the four months. If he proved that he need not prove the actual date on which it was done. Prisoner started business in Hongkong about four years ago in partnership with another man, their business being exports to America and Australia. After about a year the partner left him and he restarted again on his own account. He used to buy goods from other Chinese firms in the Colony and ship them to Chinese firms in Canada, America and Australia. He closed his business about February 1910 and on March 11 he filed his petition stating that his assets were \$20,000 and the liabilities \$22,000, stating in fact that he was solvent.

His petition was heard on March 19 and on that occasion he said some \$25,000 was due to him from six or seven firms and a receiving order was made against him the same day. On March 31 he filed a statement of affairs showing liabilities of \$25,000 with assets \$3,888, doubtful debts \$1,552 and what he described as bad debts \$16,222. On April 5 the landlord distrained and in the exercise of that distraint he seized thirty-two books belonging to prisoner, which were handed over to the Official Receiver and in consequence of which the charges were formulated. All the books related to one Chinese year and prisoner had stated in his public examination that all the books for the previous years had been lost in a fire which took place about three doors away from his shop on January 13, 1910, about two months before the presentation of his petition.

Evidence was called and the case was adjourned.

SPORTING.

Racing.

The programme of the second Gymkhana, to be held at the Happy Valley, on Saturday 26th May, 1911, (weather permitting) is as follows:

- 1.—4.30 P.M.—FIVE FURLONGS FLAT RACE.—For Subscription Grifins of any season which have not won an Official Race.
- 2.—5.30 P.M.—GYMKNANA STAKES.—Value \$100.—Distance One Mile, For all China Ponies.
- 3.—4.10 P.M.—TENT POUNDING IN SECTIONS OF THREE.
- 4.—4.30 P.M.—THREE QUARTERS OF A MILE FLAT RACE, HANDICAP.—For all China Ponies.
- 5.—4.50 P.M.—LADIES NOMINATION. HALF MILE FLAT RACE.—For China Ponies.
- Subscription Grifins of the season 1910-11 and hand side Polo Ponies.
- 6.—6.10 P.M.—ONE AND A QUARTER MILE FLAT RACE, HANDICAP.—For all China Ponies.

THE BANDMANN OPERA CO.

"The Dollar Princess" is one of those lively plays that can bear a lot of repetition, and judging from the well-filled house last night we should say it is a decided favourite with Hongkong theatre-goers. The opening was somewhat tame, but when Bulger made his appearance the house received him uproariously. Mr. Frith is screamingly funny in whatever part he undertakes and he was particularly happy last night as Mr. Condon's confidential clerk. The audience received his topical lines with vociferous cheers. No doubt there were those amongst the crowd who could sympathize with him in his ill-luck, as fashion I know Mr. Vincent's head was vivacious and charming Alice, while Mr. Coyns as Harry Condon, the multi-millionaire, was decidedly good. The other parts were ably sustained. During the first interval Frith's milk chocolate was passed round to the ladies present. To-night the company closes its season here with "A Waltz Dream."

COMMON SENSE.
[Note.—The writer is evidently a wholehearted "Prohibitionist." By reference to our columns he will see that the Government has now taken the question in hand.—Ed. C.M.]

Drug Needs

FOR

NOW

We try to conduct our store so that whenever you need any Sick Room, Bath, Toilet, or Household Drug or appliance, our name will instantly come to mind. Let us emphasize that

- Our Stocks are Right—
- Our Goods are Right—
- Our Prices are Right—
- Our Service is Right—

We dispense prescriptions exactly as written by your physician, using none but purest quality, full strength drugs and chemicals. Our Double-check system protects you against errors.

WATKINS, Ltd.

CHEMISTS.

31, Queen's Road Central, HONGKONG.

THE EDWARD DISPENSARY.

C. KAMMING & CO., LD

CHEMISTS, DRUGGISTS, etc.

—MANAGER—OHENG KAM MING (late Head Dispenser, Government Civil Hospital).

PRESCRIPTIONS ACCURATELY DISPENSED.

PURE DRUGS. PATENT MEDICINES. PRICES MODERATE.

62a, Queen's Road Central, Hongkong, February 9, 1911. 194

VICTORIA SKATING RINK.

DES VŒUX ROAD CENTRAL, Opposite the Central Market.

LAST FEW DAYS BEFORE SEASON CLOSES.

FIVE SESSIONS DAILY.

PRICES REDUCED.

Hongkong, November 29, 1910. 1441

"CHINA MAIL" CENSUS COMPETITION.

A census of the population of Hongkong is to be taken on May 20th, and in order to estimate the growth of the population since the last census the China Mail is promoting a competition under three heads, asking its subscribers to predict the numbers of—(1), The total civil population; (2), Chinese population; (3), European and American population. We have, for the guidance of competitors, given the figures for the last two censuses. All competitors have to do is to cut out the three coupons, (which will be published singly in rotation in this column), fill in their estimate and forward them to our office, with the words "Census Competition" in the top left-hand corner of the envelope. Competitors may send in as many coupons as they desire. A prize will be given for the most correct estimate under each head. In the case of a tie the estimate first opened will be adjudged the winner.

No. 3.—TOTAL EUROPEAN AND AMERICAN POPULATION OF HONGKONG.

I predict that the total European and American population of the Colony (resident and mercantile marine) on May 20th, 1911, will be

Figure
Address
N.B.—The 1901 census gave the European and American population of the Colony as 8,431. At a census taken in 1906 the figure was 8,395.

The discussion of the Veto Bill in the House of Commons has been characterized by much heat and eloquence. In the opinion of the first class of the bill the Irish party ranged itself in line with the Government.

CHILDREN LIKE IT.

When a medicine must be given to young children it should be pleasant to take. Chamberlain's Cough Remedy is made from best sugar, and the sugar used in its preparation gives it a flavor similar to maple syrup, making it pleasant to take. It has no superior for colds, croup and whooping cough. For sale by all Chemists and Druggists.

HONGKONG—NEW YORK.
REGULAR SAILINGS via PORTS and SUEZ CANAL.
(WITH LIBERTY TO CALL AT MALABAR COAST).
FOR NEW YORK:
S.S. MONTROSE on or about 4th May.
FOR BOSTON AND NEW YORK:
S.S. MUNCASTER CASTLE on or about 11th May.
For Freight & further particulars apply to
DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAPOUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND
AFRICAN LINE.
Proposed Sailings from Hongkong:

Steamer from Hongkong	On or about	Connecting at Calcutta with	On or about
JAPAN	28th April		8th June
AGORATH	2nd May		
NAMSANG	8th May		
KAISANG	13th May		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

RICE MILLS

OF ALL SIZES AND FOR MILLING ANY GRADE OF RICE

BY DOUGLAS and GRANT
OF KIRKCALDY, N.B.

STEAM ENGINES

OF ALL SIZES FOR MILLS & FACTORIES
ALSO FOR WATERWORKS, MINES, &c.

Quotations for any description of Machinery or Engineering Plant on application to

DODWELL & Co., Ltd.,
MACHINERY DEPARTMENT.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative "ANTHROL"

Destroys WHITE ANTS and prevents decay.

DODWELL & CO., LTD., Agents.

JOHN & ROBERT HARVEY & CO., LIMITED,

ESTABLISHED 1770.

THE Undersigned have been appointed SOLE AGENTS in Hongkong and South China to the above Company's

WHISKIES.

DODWELL & CO., LTD.

INVESTED FUNDS Over £2,000
over £12,000,000. PAID DAILY IN CLAIMS

THE STANDARD LIFE OFFICE.

£1,000 POLICY FOR £2.08.

The above monthly premium will secure a £1,000 Policy on a good life aged 25 next birthday.

PREMIUMS BY MONTHLY INSTALMENTS WITHOUT EXTRA CHARGE.

For rates and full particulars apply to
DODWELL & CO., LTD., Agents.

Trouble in Champagne District.

EXTRACT FROM TELEGRAM.—

London April 14.

At Epernay, fifty acres of the MOËT ET CHANDON Vineyards have been uprooted.—(Reuter's Service).

NOTWITHSTANDING THIS: OUR PRICES FOR

MOËT & CHANDON

CHAMPAGNES

WILL REMAIN THE SAME AS HERETOFORE

Sole Agents for

MOËT & CHANDON.

H. Price & Co., Ltd.,

12, Queen's Road Central, Hongkong,

TELEPHONE No. 135.

Hongkong, April 18, 1911.

Shipping.

Shipping.

Shipping.

TYPHOON SIGNALS

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Tons	Leave Hongkong	Connection Steamers from Colombo to	Tons	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
ASSAYE	7500	Apr. 29	Moraa	11000	Saturday, May 27	Friday, June 2
DELTA	8000	May 13	Mooltan	10000	Monday, June 10	Saturday, June 16
DEVANHA	8000	May 27	China	8000	Sunday, June 25	Saturday, July 1
DELHI	8000	June 10	Malwa	11000	Monday, July 9	Sunday, July 15
ARCADIA	7000	June 24	Macedonia	10500	Tuesday, July 23	Monday, July 29
DELTA	8000	July 8	Marmora	10500	Wednesday, Aug. 2	Tuesday, Aug. 8
ASSAYE	7500	July 22	India	8000	Thursday, Aug. 16	Wednesday, Aug. 22
DELHI	8000	Aug. 5	Moldavia	10000	Friday, Aug. 29	Thursday, Sept. 5
DEVANHA	8000	Aug. 19	Moraa	11000	Saturday, Sept. 17	Friday, Sept. 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (including Surtax):
1st. Saloon..... £71.10 Single. £100.14 Return.
2nd. £48.8 £72.12

In addition to the above Mail Steamers the following:

INTERMEDIATE (Not Transhipping) STEAMERS

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Tonnage	Leave Hongkong	Due London
ACILLA	6700	May 17	about 1911
SUMATRA	4600	May 31	July 17
NILE	6700	June 14	July 31
NUBIA	5900	July 12	August 27
SYRIA	5900	July 26	September 10
NORE	6700	August 9	September 24

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax):
1st Saloon..... £56.00 Single. £82.10 Return.
2nd. £38.10 £57.4

For further particulars Apply to

E. A. HEWETT, Superintendent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For STEAMERS CAPTAIN To SAIL.

TRANSHIPING on the Co's Steamers at Singapore for Batavia, Port of Call, Cebu, and Manila, at Port Said for the Levant, Constantinople, and Black Sea.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

For further particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	Port	Sailing Date
ZAFIRO	4000	M. C. Smith	Manila	Saturday, April 29, 1911
RUBY	4000	S. C. Smith	Manila	Wednesday, May 3, 1911

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C. & SEATTLE, via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
SUVERIC	6238	F. S. COWLEY	4th May.
KUMERIC	6252	G. B. COWLEY	30th May.
LUERIC	6400	J. MATHE	30th June.

To be followed by other steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Kowloon if sufficient inducement offers. The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Ortic" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED, KING'S BUILDING, PRINCE CENTRAL.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO.

PROPOSED SAILINGS.

From HONGKONG. From COLOMBO.
16th May. s.s. ELLERIC.....12th June

For Rates and further information, apply to

THE BANK LINE, LIMITED, (MANAGING AGENTS).

Hongkong, April 1, 1911.

AMERICAN & MANCHURIAN LINE.

HONGKONG TO BOSTON AND NEW YORK, Via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

For Freight and further information apply to

THE BANK LINE, LIMITED, AGENTS,

American & Manchurian Line.

TOYO KISEN KAISHA, IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
AMERICA MARU	11,000	A. G. STEVENS	Friday, May 5, 1 p.m.
TENYO MARU	21,000	E. BENT	Friday, May 12, 1 p.m.
NIPPON MARU	11,000	H. S. SMITH	Friday, June 2, 1 p.m.
CHIYO MARU	21,000	W. W. GAZENE	Friday, June 30, 1 p.m.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

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NIPPON MARU	11,000	H. S. SMITH	Friday, June 2, 1 p.m.
CHIYO MARU	21,000	W. W. GAZENE	Friday, June 30, 1 p.m.

FARES FROM HONGKONG.
To SAN FRANCISCO.....£ 45-0-0, Single
" NEW YORK.....£ 80-0-0, Single
" LONDON.....£ 71-10-0, Single
" SALINA CRUZ or MANZANILLO.....£ 42-0-0, Single
" VALPARAISO.....£ 57-0-0, Single

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.

To Canadian and United States Points:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.

To all Points:—Missionaries and their families.

(These concessions apply to San Francisco line only). These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Records speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports. For further particulars as to Passage and Freight apply to

K. MATSUDA, Local Manager,

KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

A HISTORY OF UNION CHURCH	A RAMBLE THROUGH SOUTHERN FORMOSA.
By the Rev. O. H. BONDFIELD and DYER BALL, M.R.A.S.	With Woodcuts.
Edited by Rev. C. H. HICKLING.	Price.....30 cents.
To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.	To be had at the 'CHINA MAIL' Office.
Price.....\$1.00	

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.



MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	May 5.	May 2nd, at 11 a.m.
ST. ALBANS	June 2.	May 27th, at Noon.
EASTERN		June 24th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents.

Hongkong, November 2, 1908.

NOTICES TO CONSIGNEES

SWEDISH EAST ASIATIC CO., LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship PEKING.

Having arrived, Consignees of cargo are hereby notified that their Goods, with the exception of Opium, Treasure, and Valuable, are being landed and stored at the risk in the Godowns and for extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godown, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 1st of May, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 1st of May, at 9.30 a.m.

All claims must reach us before the 4th of May, 1911, or they will not be recognized.

No Stevedores will be effected. Bills of Lading will be countersigned by the Undersigned.

OLOF WIK & CO., CHINA AGENTS AKITEBOLAG, Agents.

Hongkong, April 24, 1911.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

CONSIGNEES OF CARGO per Steamship MONGOLIA.

The above mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for cargo consignation, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on April 25th, 1911, will be landed at owners' risk and expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered SATURDAY, April 28th, 1911, at Noon, will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged goods will be examined at the above Company's Godown on THURSDAY, April 27th, 1911.

All claims must be filed on or before May 22nd, 1911, otherwise they will not be recognized.

FRED J. HALTON, Agent.

Hongkong, April 21, 1911.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship BAYERN.

Captain BAYERN, having arrived, Consignees of Cargo are hereby notified that their goods are being landed and placed at the risk in the Godowns and for extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 28th inst., will be subject to rent.

All Broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo: Ex s.s. Ida from Christiania.

Ex s.s. Hamburg from Goteborg.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, April 20, 1911.

WASHING BOOKS.

(In English and Chinese).

WASHERMAN'S BOOKS, for the use of Gentlemen, can be had at this Office—Price, 30 Cents.

CHINA MAIL Office, 5 Wyndham Street.

THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

Reprinted from the 'CHINA MAIL'.

To be had at the 'CHINA MAIL' Office, 5 Wyndham Street.

Price.....50 Cents.

HONGKONG MOTOR GARAGE.

MOTOR CARS FOR HIRE.

4, 5 or 6 Seats

1st Hour.....\$5.00

2nd ".....4.00

3rd ".....3.75

2 or 3 Seats

1st Hour.....\$4.00

2nd ".....3.00

68, Des Vaux Road Central.

Dragon Cycle Depot.

Telephone No. 482.

Hongkong, January 18, 1911.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 10.00 a.m. Every 10 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.45 p.m. Every 15 minutes.

6.45 p.m. to 9.00 p.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12 Noon. Every 15 minutes.

12 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.45 p.m. Every 15 minutes.

9.45 p.m. to 11.15 p.m. Every 15 minutes.

WEEK DAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12 Noon. Every 15 minutes.

12 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.45 p.m. Every 15 minutes.

9.45 p.m. to 11.15 p.m.

